

## BIG LINER RAMS A SCHOONER

### THREE MEN DROWNED WHEN THE NATALIE NICKERSON SANK.

Remains of the White Star Line Ploughed Through Her Off Nantucket on Thursday Night—Fifteen of the Crew Saved—Captain's Dog Helps Him Reach Ship.

Fifteen typical Yankee fishermen had an involuntary trip to this port last evening aboard the lofty sided White Star liner Romanic, in from the Mediterranean and Azores by way of Boston. They left three of their shipmates drowned in twenty-seven fathoms off the South Shoal lightship Nantucket.

The spokesman of the survivors, Atwell P. Davis, is a youngster of 22, fair haired, blue eyed and six feet tall. He is a veteran fisherman. John A. Miller, was on watch on deck of the auxiliary fishing schooner Natalie B. Nickerson of East Boothbay, Me., at midnight on Thursday, when the Romanic, looting at quarter speed through a fog as thick as cheese, carved off the little fisherman's stern. She sank within a minute after she was struck.

The Nickerson had put out from Newport on Tuesday, using mostly sail in her trip to the fishing ground. She was equipped with two dories and a seine boat and her game was mackerel. She had gathered a cargo valued at about \$1,000 and was jogging under fore and main sails and what the Yankee sailorman called a "jumbo," which he explained was a big forestaysail, when the towering prow of the Romanic appeared through the mist.

The first thought of young Davis was for the safety of his shipmates. He ran aft and shouted to the six men sleeping in the house and their going forward caused the rest of the fishermen in the foremast with the cry "All hands on deck! Steamer!"

Fishermen are prepared for emergencies of this sort, and nearly every man was on deck within half a minute after he had been aroused. Some of the old fellows apparently purely through instinct grabbed up their rubber boots, but they didn't have time to put them on. Before the last man was up the companion ladder the sharp outwater of the Romanic was nearly half way through the little schooner.

The big liner struck the fisherman on the starboard side between the house and the mainmast. The seine boat which was reeling gurney and a dory on the after deck were of necessity cut off from the use of the men, who had fled forward where there was one dory bottom up on deck. In emergency a dory has the capacity of a big steamship's lifeboat. There was practically no sea. The fishermen had hardly time to turn the boat right side up before the schooner was submerged. She actually launched herself, and some of the men were forced to clamber into her from the water within the deck of the Nickerson.

Twelve of the Nickerson's crew of eighteen were in the dory when the schooner sank within a ship's length of them. Before she went down her topmast scraped the point of the port bow of the Romanic and bent several stanchions on the main deck. The fact that the little ship's topmast reached only to the main deck of the liner indicates how small a craft the fisherman was.

Capt. John S. Seavey of the Nickerson, Burt Wylie, able seaman and fisherman, who had lost his right arm in a wreck years ago; Everett Greenleaf, the father of the cook, Charles Greenleaf; Elwell Greenleaf, uncle of the cook; and Charles E. Bejette, a young fellow from Maine and the smallest and most athletic man aboard ship, were among those who dived into the water immediately after getting on deck. They saw the immense impending wreck and believed that the only safety was to get into the sea.

Bejette came up in the neighborhood of his skinner, and right astern of him was the skipper's water spaniel making an effort to follow his master. The dog was entered on the log of the Romanic as Spot Seavey. The captain has the impression that he swam around a long time before he dog got alongside of him and with the help of Bejette kept him afloat. The captain was not a good swimmer and needed the help of his faithful dog to reach his right arm. The night was dark and it was impossible to see from the steamship even the wreckage of the tiny fisherman.

Two lifeboats were lowered within five minutes after the schooner had been cut off from the engines having been reversed immediately. The officers in charge of the lifeboats burned blue lights to indicate to the survivors where they might find succor. The crews of the lifeboats heard the shouts of the men in the dory and one of the lifeboats was soon alongside. The eleven men in the dory were quickly transferred to the steamship, boarding her by the sea ladder, and the lifeboat went out again searching for other survivors.

The skipper was picked up with his dog and the gallant Bejette, as was also the cook, Charles Greenleaf, and Miller. Capt. Seavey mustered his crew aboard the Romanic and found that three men were missing, Burt Wylie and the two elder Greenleafs. The lifeboats went out again and searched the sea within a radius of several miles, meanwhile burning blue lights while the officers in charge shouted through megaphones, but they found no trace of the missing men. Some of the survivors recalled that they had seen the three armed men clinging to a spar and that they seemed to be injured. Nothing was seen of either of the Greenleafs after they went overboard. It is not improbable from the viewpoint of their shipmates that they sank down in the suction caused by the sinking of the schooner.

Capt. Beadnell of the Romanic says that he was feeling his way through the fog and was himself on the bridge in charge of the ship when he heard one horn apparently dead ahead. Then he saw the sudden glare of the flare torch and he made an effort to swing to port to avoid the schooner, but he did not have enough way to accomplish this. The schooner, with a gross tonnage of 1,016 tons, was scarcely discernible from the bridge of the great steel liner of 11,394 tons. He says he could not tell exactly where he hit the low lying fisherman, but he had the impression that he really hit her all over. He felt the gentle shock of her masts as they tumbled against the big ship's port side and he felt pretty certain that it was all up with the fore-and-aft. Aside from his grief at having unintentionally caused the death of three men

## M'CREE ON WITNESS STAND

### P. R. R. PRESIDENT SAYS LOW RATES DON'T MAKE TRAFFIC.

Testifies That Demands of Business and Growth of the Country Alone Increase Travel—Pennsylvania May Be Forced to Increase Commutation Rates.

PHILADELPHIA, July 12.—James M'Cree, president of the Pennsylvania Railroad, stood up for the commuter to-day when called to the stand in the company's suit to test the constitutionality of the two cent a mile law, which goes into effect October 1.

He said that it is unjust to make a person who uses the railroad two, three or four times a day pay as high a rate as the man who uses it once or twice a year. This statement caused the City Solicitor, J. Howard Gendell, in cross-examination to ask Mr. M'Cree whether the company would raise the rates on suburban traffic if the new law is sustained by the court.

"Yes, that will have to be done," replied Mr. M'Cree.

He did not say what the extent of the increase will be or whether it will approach the maximum figure of two cents a mile.

John B. Thayer, fourth vice-president, was also an interesting witness. He said that careful calculation has convinced the railway managers that if the law goes into effect the railroad's yearly earnings will be decreased more than \$3,000,000 on the lines east of Pittsburgh and Erie.

Mr. Thayer produced figures to show that the interchangeable mileage books and reductions in the price of one way tickets introduced last fall increased traffic only to a very slight degree and resulted in an actual decrease of \$400,000 in earnings in four months as compared with the first four months of last year.

John G. Johnson, who conducted the case for the railroad, asked: "I suppose the legislators in passing this two cent rate law believed that the business of the railroad would be greatly stimulated by the reduction of the fare increasing the number of passengers. Can you tell us whether, in your experience, this would be so?"

"My observation and experience," Mr. M'Cree replied, "is that stimulation of travel is dependent very largely on the character of the service rendered and the natural increase of business with the growth of the country. The reduction to two cents in the fare rate does not affect the riders, as they already pay less, but even if so the number of passengers is not materially increased except by the natural growth of the country."

"Then outside the densely populated districts a two cent fare would not be enough to be remunerative. People as a rule do not ride because the fare is cheap, but because of the necessities of business. The growth of a railroad is dependent largely upon the growth of business and the increase of population of the whole country."

"Would a reduction of the fare from five cents to two cents in your judgment perceptibly increase the number of passengers?" asked Mr. Johnson.

"I think not."

"Is there something that does stimulate passenger traffic?"

"Passenger traffic is increased by the improved facilities and increased train service. I mean the frequency of trains. The comfort and conveniences and the facility and frequency with which people are called to make trips stimulate travel, and the many improvements in these respects, while they have greatly increased travel by railroad in the last fifty years, have also greatly added to the expenses of the company."

## FOR REAL WOMEN'S RIGHTS.

### Leading English Women to Hold a Congress to Advise the Government.

Special Cable Dispatch to THE SUN. LONDON, July 12.—A number of influential women have been for some time organizing a movement to improve the social, legal and industrial status of women in the United Kingdom. They propose to establish a women's congress, to which a qualified woman from each parliamentary constituency will be appointed.

The congress will meet periodically to discuss and frame recommendations regarding all laws affecting women's work and submit them to the Government of the day. One of the objects will be to make it possible for women's views to be represented authoritatively in the hands of a small but noisy minority, who call attention to themselves by unseemly conduct.

It is proposed to steer a middle course between the woman suffragists and the anti-woman suffragists, and in the words of the secretary, "to voice the views of the enormous majority of Englishwomen, who do not desire Parliament to try to enfranchise them, but who recognize the crying need of reform."

Every trade and profession in which women are employed will be represented in the congress, the motto of which will be "dignity, sympathy and truth."

## FLEISCHMANN UP 5,000 FEET.

### Cincinnati Bear and Tiger Slayer Tries Ballooning for a New Sensation.

CINCINNATI, July 12.—Col. Max Fleischmann, younger brother and partner of ex-Mayor Julius Fleischmann, who has in the last year while on his honeymoon trips shot polar bears in the Far North, bringing a live one back with him, and killed lions and tigers in the native jungles, to-day tried a new diversion. He went up 5,000 feet in a balloon.

It was a small balloon, and Col. Fleischmann and his companion, Leo Stevens, an experienced aeronaut, so taxed its capacity that they had not got up very high before it was found necessary to throw overboard every bit of ballast, including bottles.

## COULDN'T BLUFF PERRY NAGLE.

### Tammany Leader and Senator Owen Decline to Pay a Second Fare.

Tammany Leader Perry A. Nagle of the Thirtieth Assembly district and State Senator James E. Owens were among the twenty-five passengers on a north-bound Madison avenue car last night who were ordered by the conductor at 11th street to take the car in the rear. Leader Nagle and Senator Owens protested, but the conductor said: "Get off or we will take you to the barns."

"Come, now, that's a cheap way to pay up or get off," continued the conductor. "We're not paying any fare," said Leader Nagle. "Well, get off then," said the conductor. "Not much," replied Nagle, "we paid our fares on that other car and the conductor didn't give us any transfers."

"Come, now, that's a cheap way to pay up or get off," continued the conductor. "Let's see you put me off!" roared Nagle, rising with his 300 pounds and shaking his fist at the conductor. Evidently the conductor thought twice, for he didn't attempt to touch Nagle. The leader then turned to the other passengers and urged them not to pay the extra fares.

"We've got a right to go to Harlem on one fare," said he, "and I for one intend to go."

"The other passengers shouted 'Aye,' and the conductor held out his hand in vain. At 12th street Nagle got off, but not until he had remarked to the conductor that if he, the conductor, was only a little bigger he would have punched him."

## MIDSHIPMAN DROWNED.

### Member of Naval Academy Fourth Class Lost While Taking Swimming Lesson.

ANNAPOLIS, July 12.—Midshipman H. C. Phinney, a member of the new fourth class at the Naval Academy, was drowned to-day at the regular swimming lesson which forms part of the summer course for the new midshipmen at the institution.

Young Phinney, whose home is in Manchester, N. H., where he is survived by a widowed mother and a brother, had gone to the swimming point with about 150 classmates under the care of the swimming instructor.

The recently dredged thirty foot channel approached close to the swimming place, which is across the Severn from the Academy immediately in front of Old Fort Madison. The other water is shallow, being only about four feet deep, to the very edge of the channel, and it was over this steep edge that young Phinney walked.

When first he recovered in deep water he had not made any outcry, nor did he call for help. Seeing his struggles Midshipmen Grafton and McAfee went to his rescue. He carried Grafton down twice and as he sank the second time his rescuer, who was being aided by McAfee, lost his hold.

The body has not been recovered.

## MARK TWAIN 7 YEARS YOUNGER.

### Has Postponed His Funeral on Eve of Departure From England.

LONDON, July 12.—Mark Twain spent his last day in London quietly. Owing to the necessity of rising early to-morrow to catch the boat train he made no formal engagements for this evening.

He received a few callers during the morning, including Sir Thomas Acland. Afterward he visited the National Gallery, accompanied by Sir Charles Holroyd, its director.

Then he went to take luncheon with Lord and Lady Portmouth.

Mark Twain said to THE SUN correspondent to-night: "I have led a violently gay life here for four weeks, but I feel no fatigue and have had little desire to quit down. I'm younger now by seven years than I was, and if I could stay another month I think I should be a very happy man."

"I'm sorry the holiday I ever had. I'm sorry the day has come. I have met a hundred old friends and made a hundred new ones. It is a good kind of riches to have. There is none better. For two years I have been planning my funeral, but I have changed my mind and postponed it. I suppose I shall see England again, but I do not like to think of that."

## TWO ARRESTS IN TROLLEY WAR.

### Westchester Traction Officials Charged With Malicious Injury to Property.

OSWEGO, N. Y., July 12.—For two years this village has been engaged in a fight to get rid of the Westchester Traction Company, a trolley concern which failed to furnish any service and whose operations finally were stopped by the State Railroad Commissioners on the ground that the cars and tracks were in a dangerous condition. After all of the preliminary steps had been taken the company's franchise was revoked a few weeks ago.

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## PEASANTS BURNING ESTATES.

### Grave Agrarian Outbreak Reported in South of Russia.

St. Petersburg, July 12.—It is reported that a grave agrarian outbreak has taken place in the province of Kherson, bordering on the Black Sea and having Odessa as its principal city, and that several estates have been burned.

Similar reports have been received from the provinces of Kiev and Perm. Troops are moving. A fight occurred at Vernitza between peasants and gendarmes, and it is reported that the latter were worsted.

## HAYASHI STRONGLY FOR PEACE.

### U. S. AND JAPANESE GOVERNMENTS IN PERFECT ACCORD.

Mikado's Foreign Minister Replies on American Good Will—Treaty Warrants Restriction of Immigrants—Only Protection Asked—No Suspicion of Fleet.

TOKYO, July 12.—In an interview to-day Viscount Hayashi, Minister of Foreign Affairs, said that the Governments at Washington and Tokyo were conducting the present negotiations in perfect accord. Japan was availing herself of America's good will, and no hitch whatever was to be apprehended.

Since 1898 Japan, he said, had been strictly limiting the number of emigrants to America, in accordance with the clause in Article II. of the existing treaty, which empowers America to enact any restrictive law.

Until the new treaty comes up for discussion Japan would have no right to agitate against this clause. What steps Japan would take when the proper time comes the future alone would decide.

The demands of Japan in the present instance consist of a request for the best possible protection for her subjects in face of any provocation, but for the rest the American judicial authorities must be left to deal with the situation.

## YAMAMOTO VISITS PRESIDENT.

### His Visit Followed by a Pacific Statement From Headquarters.

OSTER BAY, N. Y., July 12.—Admiral Yamamoto came to the "summer capital" to-day to pay his respects to President Roosevelt. He was accompanied by Viscount Aoki, the Japanese Ambassador, who came to introduce his countryman to the President, and Commander Motoki Kondo, the Admiral's aide.

The Japanese made the trip from New York city in a private car. Theodore Roosevelt, Jr., came on the same train, which arrived at 12:10 o'clock, but he rode in one of the regular cars with the commuters. He did not go to Sagamore Hill in the Secret Service automobile which carried the others, but joined the crowd that had gathered at the station to see the Admiral and Ambassador. When they were gone he got into another automobile in which a party of friends awaited him.

At Sagamore Hill the President had a long talk with his visitors from Japan. Later he introduced them to Assistant Secretary of State Bacon and his friends, Mr. and Mrs. E. D. Morgan, who had come over with him in an automobile from Mr. Bacon's home at Westbury, and also to Congressman Herbert Parsons of New York city. These were with the Japanese and the President at luncheon.

The Ambassador, the Admiral and the latter's aide returned to New York on the 2:33 train. They refused to say anything about their visit. Later Secretary Loeb gave out the following statement:

The President had a long interview with Admiral Baron Yamamoto, and it was most satisfactory in every way. It simply confirmed what had already been said by Ambassador Aoki, the thoroughly good understanding between the two Governments and the fundamental friendliness between the two nations.

Much interest was manifested by those at the railway station here in the pasted box which Commander Kondo carried when he arrived. At first he refused to say what it contained, seeming to take special pleasure in mystifying the reporters. Some one suggested that the box was full of bananas, or a bomb, which caused the Japanese aide to laugh heartily. Later he explained that it was a lacquered cabinet of exquisite workmanship—a present for President Roosevelt. It was adorned with the Japanese flag and the Imperial of Japan. Secretary Loeb said that he would make a full report on it to-morrow.

Secretary Bacon rode down from the hill after luncheon and paid a brief visit to Secretary Loeb at the Executive office. He said that his visit to the President had been of a purely social nature.

Ambassador Aoki, Admiral Yamamoto and Commander Kondo left the Holland House soon after 10 o'clock yesterday morning for their visit to the President. They rode in an open carriage to the Long Island ferry and sat on the women's side of the boat crossing the river. Their presence made no stir. Many persons, recognizing the Japanese from their pictures in the daily papers, smiled in friendly fashion. The Admiral, who usually broad shouldered and robust for a Japanese, although not much above the average height of his race, attracted the attention of the onlookers.

Commander Kondo refused to intrust to the big policeman who met the party in the Long Island City ferryhouse the heavy box which contained the present for the President.

While the party waited in the ferryhouse Theodore Roosevelt, Jr., walked rapidly across the river to the White Star line office at the ferry. He did not know who the Japanese were, apparently. Some of the reporters explained to the Ambassador who the young man was, and the Japanese inspected him with considerable interest.

The party got back to Long Island City at 3:50 o'clock in the afternoon. While they waited in the ferryhouse Admiral Yamamoto dropped a nickel in the slot of one of the musical phonographs. It happened to be a double rigged affair, and a young and very dark colored woman was already envious when the Admiral's nickel let him in.

Returning to Manhattan the question was put to the Admiral as to what he thought of the arrest of a Japanese officer at San Diego, Cal., for making drawings of the fortifications. He declined to make any comment. Neither did he have anything to say about their visit to the President, except that it was pleasant and enjoyable.

Last night the party attended a dinner at the Nippon Club, 44 West Fifty-fifth street, given in their honor by Japanese business men of this city. It was a private function.

## LUMBER DEALERS SENT TO JAIL.

### Pleaded Guilty, Expecting Nominal Fines, and Got Six Months.

TOLEDO, Ohio, July 12.—Twenty-three lumber dealers were to-day sentenced to six months each in the workhouse for violation of the Valentine anti-trust law.

Two bridge men of Cleveland got like sentences here for similar violation of law in this city.

Nine brick manufacturers were fined \$1,000 each.

The lumber dealers pleaded guilty under the expectation that only nominal fines would be imposed.

The charge is of conspiring to pool interests for the prevention of competition. Within ten days the brick men must pay their fines and the costs or go to jail. The lumber dealers get ten days in which to arrange their business affairs before they may begin their sentences at the workhouse. The defendants are worth in the aggregate perhaps \$20,000,000. Having pleaded guilty they have no right of appeal from the sentence.

## NEAR ANARCHY IN IRELAND.

### Strong Words of Judge Holding Assizes in the West—Orangean Aggressive.

LONDON, July 12.—The continued defiance of the law in parts of Ireland, which has been mentioned in recent cable dispatches to THE SUN, led Justice Wills, in charging the Grand Jury at the Roscommon Assizes to-day to describe the lawlessness as rampant and defiant and threatening anarchy.

He subsequently granted an application by the Solicitor-General to have a cattle raiding case postponed until the next assizes with the object of obtaining a change of venue, believing that fear and local feeling would prevent Irishmen from giving a just verdict.

Orangean throughout Ulster head demonstrations condemning the lax administration of the law, and denouncing the Government for not protecting loyalists in the West from outrages by moonlighters and other lawless characters.

## PLAN TO BOOST LA FOLLETTE.

### Friends of Wisconsin Senator Get Ready to Invite Other States.

MADISON, Wis., July 12.—Senator Robert M. La Follette is a candidate for the Presidency, and the movement from this time on will be pressed by his friends and supporters.

A secret gathering of his supporters to devise plans and frame a program to make Wednesday night the law offices of La Follette & Rogers in this city. Prominent Senators identified with the La Follette cause and a few of the Assembly members met on the invitation of Alfred T. Rogers, La Follette's law partner, and John J. Hannan, the Senator's secretary, to pledge their support for the advancement of the La Follette candidacy.

The conference continued for many hours and covered the possibility of La Follette carrying other States, and thus presenting a formidable array of the national convention.

It is understood that Col. Hannan brought encouraging reports from various sections of the country.

## BARR IS DIRECTOR-GENERAL.

### Energetic Steps Will Be Taken to Boom Jamestown Exposition.

NORFOLK, Va., July 12.—James N. Barr, acting advisory executive head of the Jamestown exposition, who was recently elected director-general by the directors of the exposition company, announced to-day his formal acceptance of the position. The announcement was made by Mr. Barr upon his return from Washington where he conferred yesterday with Secretary Cortelyou of the Treasury Department on matters pertaining to the exposition.

While making no direct statement of his plans, Mr. Barr said Secretary Cortelyou had promised him support and he would use his best endeavors to carry the exposition to a successful conclusion. Some days ago Mr. Barr announced that his acceptance of the position of director-general was dependent upon the raising of the necessary funds for the completion of the exposition in its proper form. While he did not say to-day that all the necessary money had been raised, it is believed that the proper financial support has been found.

It is stated that steps will immediately be taken to add attractions and exploit the exposition in such a way that the attendance from this time on will be greatly increased.

## NEW ALPINE FEAT.

### Difficult Summit of One of the Lesser Montains Achieved.

GENEVA, July 12.—Five Swiss Alpinists have conquered the hitherto unclimbed peak of Poncione Cavignoli, in Ticino, which is 9,000 feet high. Many previous attempts failed owing to the precipitousness of the peak, which resembles the Matterhorn.

It will be recalled that the latter defied climbers for generations.

## SAN FRANCISCO PLAN FAILS.

### Labor and Business Organizations Reject Joint Convention Scheme.

SAN FRANCISCO, July 12.—The plan of District Attorney Langdon to call a convention of thirty delegates from business associations and fifteen from labor organizations has collapsed because labor would not consent to the plan and a few of the business organizations would send delegates.

The Building Trades Council last night by unanimous vote passed a resolution refusing to have anything to do with Langdon's scheme and denouncing the great prosecutor for playing politics and retaining confessed bootleggers in office.

## CARPENTER SHOCKED TO DEATH.

### He Picked Up a Chisel That Had Fallen on an Electric Wire.

While John Weber, a carpenter, was placing a glass door over a switch in the Brooklyn Rapid Transit Company's power house at the foot of Division avenue, Williamsburg, last evening a chisel fell from his ladder and alighted on a live wire. As Weber stooped to pick up the tool he was shocked to death. He fell from the ladder to the floor.

## TELEGRAPHERS READY TO QUIT.

### NEW YORK LOCAL TOLD TO BE PREPARED FOR STRIKE ORDER.

The Question Hinges on Commissioner Nell's Efforts to Settle the Trouble in San Francisco, Where He Arrives To-day—Gompers and Perham Urgo Peace.

New York Local No. 16 of the Commercial Telegraphers' Union has received a notification from National Secretary-Treasurer Wesley Russell directing its members to be in readiness to strike at any moment. Secretary-Treasurer Charles P. McInerney of Local No. 16, who made the announcement yesterday, said that the question of a strike here hinged on the success of the efforts of United States Commissioner Neill to settle the San Francisco trouble. The telegraphers in New York, he said, had been organizing rapidly and the local was in good shape for a strike.

Asked if it was not a rule of the union that the local would have to take a vote before a strike could be declared he said: "That rule can be suspended if the circumstances warrant it and the circumstances now warrant the suspension of the rule. If the strike order comes the telegraphers will quit without any further formality. The strike will likely be against both the Western Union and Postal telegraph companies, though the main grievance is against the Western Union Company. Notwithstanding the statements made by President Clowry at intervals that he will live up to the spirit of the letter he sent to United States Commissioner Neill he has shown no inclination so far to do so. The telegraphers are tired of waiting. None of the nine operators who were discharged at the main office has been reinstated yet and more have been discharged."

According to Secretary McInerney a strike here would affect 2,000 operators. Another officer of the local said that unless Commissioner Neill could accomplish what the telegraphers had utterly failed to accomplish there would be strikes in several cities. The national executive committee and President Small, he said, are working in full harmony and there is no division of sentiment.

At the offices of Local No. 16, 56 Pine street, a great number of telegraphers have been calling for the last day or two to pay the strike assessment, which is a day's pay for each member. A number of the callers are women. According to the officers of the local many persons who were formerly telegraphers but who are now in other lines of business are sending contributions to the strike fund.

President Joseph F. Ahearn of Local No. 16 was in conference yesterday with the officers of unions in other trades.

CHICAGO, July 12.—United States Commissioner of Labor Charles P. Neill will arrive in San Francisco to-morrow. President Small has made arrangements for the Commissioner to address a meeting of the strikers in Oakland Sunday at 10 o'clock. It is expected that Commissioner Neill will make known President Clowry's ultimatum to the strikers, and if the operators can accept that ultimatum and return to work as individuals with no particular promise of concessions by the company or guarantee that their grievances will be submitted to arbitration the strike will not extend to any Eastern city.

Should the men refuse to return to work under the Clowry letter and remain on strike then President Small is expected to return to Chicago and personally assume charge of a general strike.

President Samuel Gompers of the Federation of Labor is said to have notified President Small to remain in San Francisco and do all in his power to effect a settlement. In conjunction with President Perham of the Order of Railway Telegraphers President Gompers is said to have sent a message to Small notifying him that no opportunity looking toward a peaceful adjustment of the difficulties should be missed, and made his order to Small imperative on receiving financial aid from the federation in the event of a general strike.

## CLEVELAND ANGLING FOR TROUT.

### The Former President Recreating Among the Adirondack Foot-hills.

OSWEGO, July 12.—Not far from his boyhood home, where he early learned the lure of hook and line, former President Grover Cleveland is recuperating from his recent illness at Redfield among the foot-hills of the Adirondacks. Mr. Cleveland is the guest of John B. Davidson, a New York millionaire, and has entered with enthusiasm into the sole diversion of whipping the streams for trout on the Davidson estate, which is one of the most extensive in this part of the State.

Mr. Cleveland arrived yesterday, making the journey from New York in an automobile, and will remain two weeks. While the effects of Mr. Cleveland's recent illness are apparent, his love of angling has by no means diminished. His first catch was made soon after his arrival, and he beamed with delight on landing a game speckled beauty weighing three pounds.

In anticipation of Mr. Cleveland's visit not a fly was cast this season in one branch of the Salmon River which runs through the Davidson preserve. Big trout are plentiful around Redfield, and this spot is a favorite retreat for anglers. To a reporter Mr. Cleveland said that he was prepared to enjoy the life of a fisherman and that he hoped to return to Princeton much improved in health.

## STOPPED TO SAVE A STOKER.

### Hamburg-American Liner Couldn't Afford to Lose Him.

In these days when German liners are crawling across the Atlantic because of a lack of experienced stokers a stoker of any sort is an asset on a German boat. One of them tried to leave the Hamburg-American liner Virginia of the West Indian service at 9 o'clock on Tuesday morning by jumping into the sea.

Capt. Jach promptly stopped the ship and lowered a lifeboat.